

Subarea Plan - Civic Center Core

Legend

- A** Develop mixed-use corner project with 10,000 square feet of 1-story retail or restaurant, 24 condo units (in a 3-story building), 38 first-floor parking spaces, and 108 surface parking spaces \*
- B** Create City gateway monument
- C** Develop mixed-use project with 35,000 square feet of 1-story retail, 20 condo units (in a 3-story building), 20 first-floor parking spaces, and 122 surface parking spaces
- D** Create new one-way edge road that provides access to mixed-use development and includes
  - 32 diagonal parking spaces
  - Landscaped median buffer next to Butterfield Road
  - Multi-purpose trail in median
- E** Create delineated pedestrian crossings with large median refuge areas to improve safety
- F** Provide safe crossing for West Branch of the DuPage River Regional Trail
- G** Consider boat launch and boat rental to activate river with seasonal use
- H** Relocate Riverview Drive to align with Manning Avenue at Batavia Road and create parallel parking to support adjacent commercial uses
- I** Develop 5,000 square feet of retail or restaurant with 31 surface parking spaces
- J** Develop 16,800 square feet of retail with 40 shared surface parking spaces and adjacent on-street parallel parking
- K** Improve area between Butterfield Road and Stafford Place by:
  - Relocating Prairie Path closer to Butterfield Road to create safer crossings at Batavia and Rockwell
  - Selective clearing of overgrown/invasive vegetation to open views to City Hall
  - Creating open space amenities such as a great lawn for festivals and community gardens
- L** Create central civic green that includes:
  - 60 surface parking spaces
  - Existing Roundhouse
  - Existing War Memorial
  - Relocated gazebo
- M** Develop 3-story mixed-use corner development with 4,900 square feet of retail or restaurant, 30 condo units, 30 first-floor parking spaces, and 20 shared surface parking spaces and adjacent on-street parallel parking \*
- N** Develop 2,500 square feet of retail or restaurant with 10 shared surface parking spaces and adjacent on-street parallel parking
- O** Consider facade improvement
- P** Consider expanding Community Center to include corner of Manning and Warren
- Q** Consider reuse of existing building for retail with 10 shared surface parking spaces and adjacent on-street parallel parking
- R** Develop 12,000 square feet of retail with 30 shared surface parking spaces and adjacent on-street parallel parking
- S** Incorporate 5' striped bike lanes on Batavia Road to connect the Old Town and Civic Center areas



*\*Consider additional height in these locations if necessary for financial feasibility, to create a architectural element at a key corner location, or if the building is properly buffered and screened from adjacent single-family development*

City of Warrenville, Illinois

# Warrenville Old Town/Civic Center Subarea Plan

Civic Center Core



THE LAKOTA GROUP INC



March 9, 2007

### ***Civic Center District***

The Civic Center district is the civic and social heart of Warrenville, containing such public buildings as the City Hall, Warrenville Public Library, Police Station, Park District Recreation Center, and Community Building. This district also functions as an important community gateway due to its exposure along Butterfield Road, a major arterial slated for future expansion, and along the Prairie Path, a prominent regional bike trail.

The Subarea Plan recommendations for the Civic Center district are intended to preserve the small town neighborhood character of the area, and increase its level of activity and vitality by introducing residential and commercial uses in key locations.

Major components of the Preferred Concept for the Civic Center include:

- Enhancements within and along the Butterfield Road right-of-way that improve bicycle, pedestrian, and vehicular access to the District and provide it with a distinct identity
- Redevelopment of old industrial sites with residential uses, particularly the City-owned Musselman Lumber site adjacent to the Library
- Retail and mixed-use development focusing on the Butterfield/Batavia intersection to create a strong area gateway and capitalize on its traffic and visibility
- Improved physical connections between the core of the Civic Center and DuPage River, allowing the river to function as a major amenity for the district
- Reconfiguration of key local streets such as Manning Avenue, Rockwell Street, and Stafford Place to improve access, circulation, and safety
- Maintaining and enhancing the publicly owned open space available for community events

---

## CIVIC CENTER SITE-SPECIFIC RECOMMENDATIONS

### Civic Center Core

In addition to several civic/governmental facilities, the core of the Civic Area also includes the Prairie Path, a gazebo, the Roundhouse, and the Veterans and War Memorials. The Subarea Plan seeks to enhance these facilities and spaces while providing additional retail and housing opportunities to add vitality to the Civic Center.

- **Stafford Place/Civic Green Area.** To improve and green the “front door” of the Civic Center along Butterfield Road and increase the districts visibility, the Subarea Plan recommends a major reorganization of open space and parking lots, including the following changes:
  - Realign the Prairie Path closer to Butterfield Road to provide safer crossings for pedestrians and bicyclists at the Batavia Road and Rockwell Street intersections and increase useable open space near the civic buildings
  - Thin out overgrown landscaping along the Prairie Path to improve visibility between the Civic Center, path, and roadway
  - In the larger open space, create a community garden to add color and beauty to the area and help reinforce this location as an attractive “front door” to the district
  - In the new open space, establish a “Great Lawn” that can be a passive recreational space as well as a staging area for community events
  - Reduce the size and prominence of the parking lot in front of City Hall by reconfiguring off-street and on-street parking in the core.
  - Create a two-lane travel loop through the reconfigured parking areas
  - Create a wide landscaped island within the travel loop to accommodate the Roundhouse and memorial
  - Enhance the north façade of the existing commercial building at the northwest corner of Warren and Manning Avenues
- **Oakbrook Bank Site.** To further enhance the visibility of the Civic Center district, a three-story mixed-use building is shown as a prominent focal point at the highly visible intersection of Butterfield Road and Batavia Road. The mixed-use building also helps frame the new “Main Street” along Batavia Road, which includes new retail/restaurant buildings between the Prairie Path and Tracy Place. These buildings would replace the stormwater detention pond in front of the Police Station, some dated or inefficient commercial buildings, and two homes on the north side of Batavia. Some public workshop participants voiced a desire for existing angle parking to be converted to

Parallel to reduce conflicts with traffic on Batavia Road. This change could be considered in conjunction with new development on the site if it results in a substantial improvement of the pedestrian along Batavia.

- **Manning Avenue.** To increase access to the new “Main Street” shops along Batavia and to the river, Manning Avenue is shown as a full intersection at Batavia and extends north into a parking lot behind the shops. This lot could be shared by shoppers and those seeking recreational access to the river and the Prairie Path. A boat house/canoe launch is shown along the river at the intersection of the Prairie Path and a new trail that would run along the River to the Old Town District.

New commercial development is continued south along Manning with a small retail building at Warren and a single-family home potentially converted into a restaurant or “tea house.” Parking for these new uses includes a combination of small shared on-site lots and on-street spaces.

- **Stresney Piano Site.** At the northeast corner of Butterfield and Batavia, a mixed-use development is shown with a restaurant overlooking the river and a new multi-use trail on the north side of Butterfield. This restaurant could include an outdoor dining patio, taking advantage of views of water and woods. The Plan also shows a second restaurant along Batavia Road and a condominium building at the river.
- **North Side of Butterfield East of Rockwell.** To the west between Butterfield Road and the Post Office, the Plan shows the vacation of a portion of Calumet Avenue between Rockwell and Butterfield, which removes an angled intersection near the busy Batavia and Butterfield Road intersection, and opens up a highly visible development opportunity site. An extension of Rockwell to Butterfield provides access from the west side of this site.

Between Batavia and Rockwell, the Plan masses retail and mixed-use buildings along Butterfield Road to frame the roadway with new activity and visually connect it to the Civic Center Core. Rather than placing buildings away from the road, behind large parking fields, the Plan creates a one-way “edge road” or “boulevard street” accessible from Butterfield Road, Batavia Road, and Rockwell Street.

The Plan shows two retail-only buildings and a mixed-use building along Butterfield west of Rockwell. The buildings are envisioned with entrances oriented to the proposed edge road, but include parking pockets to allow convenient auto access. Stormwater detention is indicated at the rear of the site, where a low area already exists. The site access point on Batavia closest to Butterfield would likely be limited to right-in turning movements only, while the access point farther to the west near the Post Office would allow all turning movements.

The figure on the following page summarizes the key transportation-related recommendations for the Civic Center district, including key site access issues.



**Summary of Key Transportation Improvements in Civic Center**

**Civic Center Alternate**

An alternate concept shows restaurants, retail buildings and/or mixed-use buildings with ground floor commercial and upper floor office or residential forming a more continuous “street wall” along the “edge road” with parking and stormwater detention at the rear of the site. This orientation relocates the larger parking pods to the north side of the buildings. It is important that these retail buildings maintain working entrances oriented to the “edge road” in order to achieve the desired character. This may create a need for pedestrian pass-throughs between retail spaces to access rear parking areas or encourage double-sided retail buildings.

**Civic Center Residential Area**

To the west of City Hall and the Library, the Subarea Plan shows a mix of new housing, including townhomes, single-family homes, and a 90-unit senior rental housing building. These new residential opportunities are shown on the currently vacant Musselman lumber site, on currently industrial blocks south of Butterfield and west of Rockwell, and vacant or underutilized parcels north of Butterfield and west of Rockwell.

- **Rockwell Realignment.** To facilitate redevelopment and traffic safety in this area, Rockwell Street is shown reconfigured to take out its angled intersections with both

Stafford and Butterfield. The new orientation of Rockwell creates 90-degree intersections with both streets and the Prairie Path and improves sight lines for motorists and bicyclists. It also provides a clearer travel path via Stafford to the existing civic facilities and new retail activity proposed along Stafford and Batavia.

- **Musselman Lumber Site.** The redevelopment of the Musselman site is envisioned as an alley-loaded townhome project that creates a front-door presence for the Civic Center on Stafford, and is accessed from Mount Street and Manning Avenue to the south. The townhomes would act as a transition from Butterfield Road to the single-family homes along Ray Street to the south. Three single-family homes with detached garages accessed off the proposed private alley are recommended along the Ray Street frontage of the site.
- **Industrial Area (NWC of Rockwell and Main).** On the west side of Rockwell, the existing industrial properties are shown redeveloped with a new senior housing building, and townhomes. The taller senior building is set to the northwest side of the property, farther from single-family uses. The senior housing concept is in response to a projected demographic trend noted in the Residential Market Analysis (see Volume 2 of this report) of growth in households headed by people over 65 years in age with annual incomes of \$50,000 or less. To address this trend, the City may wish to explore configuring this building as an income-restricted project benefiting from Section 42 tax credits to enhance affordability.
- **North Side of Butterfield West of Rockwell.** Three mixed-use buildings and two condominium buildings are shown oriented around a detention feature. The retail components of the development are oriented towards the boulevard-style edge road along Butterfield that continues through this development and connects to an existing office development to the west. Large landscape buffers would create screening and separation from the single-family residential to the north.

### *Additional Plan Recommendations*

- **Parking.** The recommended development projects shown in the Subarea Plan offer some potential for sharing of parking between sites and uses. In mixed-use districts, this concept can allow for reductions in the overall amount of needed parking spaces. Shared parking opportunities exist where land uses grouped within a short walking distance generate different parking demand “peaks.” For example, office uses tend to have maximum parking demand during normal business hours, while restaurants peak at lunch and/or in the evening. The City should explore shared parking opportunities wherever possible, potentially using this concept as a basis for reduced parking ratios for new development in some locations. The best opportunities appear to exist:
  - In the Civic Center core area, where public uses such as City Hall the Library, and public river access are clustered with proposed retail and restaurant development

- To a lesser extent in the Old Town area around the Warrenville/River/Batavia Road intersection, where restaurant, condo, and recreational/open space uses are located adjacent to proposed shared surface parking lots
- **Building Height.** Participants in the community workshops held during the planning process indicated general sensitivity to building height, but recognized the need for sufficient development density to allow economically feasible projects. Based on participant feedback, an incremental additional amount of height and/or density (e.g. one additional story) beyond that shown in the Subarea Plan may be tolerable in some portions of the Study Area if it can be demonstrated to substantially improve the feasibility of a proposed development project. The areas where this concept applies are specifically called out in the Subarea Plan exhibits in this section, and discussed further in the “Policies and Implementation Action Steps” chapter of this report.
- **Butterfield Road Expansion.** The plan for the Civic Center Area incorporates the premise that IDOT will work with the City to adjust the proposed design for the future expansion of Butterfield Road to be more sensitive to the existing small town character of Warrenville and reflective of the traditional/walkable character this plan promotes. The public and numerous stakeholders repeatedly voiced this expectation throughout the public input process for this plan.

In an effort to satisfy the community’s expectations and at the same time recognize IDOT’s responsibility to provide safe and efficient regional and sub-regional traffic movement, this plan recommends a boulevard treatment in the future Butterfield Road expansion project. As shown in the illustrative development concepts included in this Plan, a key component of the boulevard design is separating regional and sub-regional traffic from local traffic by providing a one-way local access road generally within the existing 200 foot wide Butterfield Road right-of-way (ROW). The one-way local access road would be located in the north edge of the Butterfield Road ROW, would provide safe and efficient vehicular access to a significant amount of existing and proposed new development, and would include either parallel and/or angled parking. The proposed boulevard treatment also includes significant streetscape and at-grade pedestrian improvements that collectively work together to prevent Butterfield Road from becoming a major divisive physical barrier.

As discussed further in the following chapter, the City will need to coordinate extensively with IDOT during ongoing efforts to finalize the design for this roadway expansion project in order to achieve the ultimate implementation of the proposed boulevard treatment. The following guidelines should be considered as the City and IDOT refine the design of the boulevard treatment:

- Whenever possible, new buildings should face the street and have pedestrian access from sidewalks that run parallel with the local access lane
- A strong pedestrian realm (the space between the building facades and the curb line of the regional through lanes of traffic) should represent at least 50% of the total ROW width

- Safe pedestrian areas of refuge should be provided in the center median at the Batavia Road and Rockwell Street Intersections
  - The transition between the traveled way (center lanes) and the pedestrian realm should be defined by a continuous median planted with at least one uninterrupted, closely spaced (no more than 35 feet apart), line of deciduous trees that extends all the way to the intersections
  - The median along the north side of Butterfield Road should contain the proposed new east-west multi-purpose trail and other pedestrian amenities such as benches.
  - Lighting is recommended in the pedestrian realm and should be designed for pedestrians: closely spaced, relatively low in height, and preferably warm in color
  - Space should be preserved on the median that separates the traveled way and local access road for a potential future bus stop
  - The local access road should only have one relatively narrow (9-11 feet) travel lane and should include either parallel and/or angled parking. Ideally, the slow-moving nature of the local access road should be accentuated by a slight change in elevation from the “through street” portion of Butterfield, and potentially different (perhaps rougher) surface material
  - The width of the through traffic lanes should not exceed 12 feet
  - Access priority for vehicles at intersections should be given to the through lanes on the traveled way first, then to the crossing traffic on intersecting side streets, and then finally to movement on the local access road
- **Sustainable/Green Urbanism Principles.** Participants in public workshops for the Subarea planning process voiced a desire to promote green building and sustainable design principles in the future development of Old Town/Civic Center. In keeping with this input and with its recent efforts to promote cutting-edge stormwater management practices, the City should pursue policies and projects that promote sustainable design/green urbanism principles. In particular, these principles can be incorporated into design guidelines/regulations and/or guidelines for the use of TIF funds, as described in the next chapter.
  - **Utility Undergrounding.** In conjunction with private development or redevelopment initiatives and wherever possible, the City should pursue the undergrounding of above-ground utilities.
  - **Floodplain Land Acquisition/Dedication.** As opportunities arise, the City should pursue dedication and/or acquisition of land and easements on floodplain areas.